U.S. DEPARTMENT OF ENERGY
FLEET ALTERNATIVE FUEL VEHICLE ACQUISITION REPORT FOR FISCAL YEAR 2001

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Contents

U.S. Department of Energy Fleet AFV Acquisition Report

Executive Summary

This report is the Department of Energy's (Department) third annual report on the Department's performance in meeting the alternative fuel vehicle (AFV) acquisition requirements of the Energy Policy Act of 1992 (EPAct) and Executive Order 13149 (E.O. 13149). The report was developed in accordance with the EPAct (42 U.S.C. 13211-13219), as amended by the Energy Conservation Reauthorization Act of l998 (Public Law 105-388), and E.O. 13149, signed April 2000.

The EPAct requires that in fiscal year (FY) 1999 and beyond, 75 percent of all covered vehicle acquisitions by Federal agencies must be alternative fuel vehicles. E.O. 13149 sets a goal for Federal agencies to reduce petroleum consumption by FY 2005, requiring agencies to increase alternative fuel use in AFVs and increase the fuel economy of light-duty vehicle acquisitions. **Exhibit 1** summarizes the Department's performance in meeting these requirements.

Legislative Authority	Performance Measure	Goal/Requirment	DOE Performance in FY 2001
EPAct	AFV acquisitions	In FY 2001, 75% of covered light-duty vehicles acquired (i.e., 617 vehicles) must be AFVs	Acquired 721 AFVs; with additional 174 credits[1], surpassed requirement by 34%
E.O. 13149	Petroleum consumption	By FY 2005, reduce consumption by 20% compared to FY 1999 baseline of 6,837,150 GGE[2]	Consumed 6,937,660 GGE, an increase of 1.5% over the baseline
	Alternative fuel use in AFVs	By FY 2005, increase alternative fuel use to at least 51% of total fuel use	Increased to 25%
	Fuel economy of light-duty acquisitions	By FY 2002, increase fuel economy by 1 mpg (and by FY 2005, increase by 3 mpg[3]), compared to FY 1999 baseline of 17 mpg	Increased to 20 mpg, an increase of 3 mpg over the baseline

[1] Credits earned for acquisition of dedicated light-, medium-, and heavy-duty AFVs, and for biodiesel fuel use
[2] Gasoline gallon equivalents
[3] Miles per gallon

Exhibit 1. DOE's Performance in Meeting EPAct and E.O. 13149 Requirements, FY 2001

In FY 2001, the Department exceeded the AFV acquisition requirements of EPAct by 34 percent. In FY 2000, the Department exceeded the 75 percent requirement by 21 percent, and exceeded the 75 percent requirement by 37 percent in FY 1999.

Light-duty (conventional) vehicles acquired by the Department in FY 2001 have an average Department of Energy/Environmental Protection Agency fuel economy rating of 20 miles per gallon, 3 miles per gallon above the Department's acquisitions in the FY 1999 baseline year. Departmental AFVs are using alternative fuels 25 percent of the time they are operated. The Department's fleets consumed about the same amount of petroleum in FY 2001 as in the baseline year. However, the Department projects petroleum savings of about 30 percent by FY 2005 as a result of implementing the *U.S. Department of Energy's Compliance Strategy for Executive Order 13149*, developed in June 2001.

Alternative fuel use in the Department's fleets increased dramatically in FY 2001, to 298,161 gasoline gallon equivalents (GGE), up from 76,735 GGE in FY 2000. Since Executive Order 13149 was signed in April 2000, most agencies did not begin tracking alternative fuel use until that summer, very shortly before the end of the fiscal year. We estimate that alternative fuel use was higher than reported for FY 2000. Actual fuel use maybe higher than reported in FY 2001 since tracking alternative fuels has been difficult, particularly fuels purchased at commercial stations.

In FY 2001, the Department's fleets consumed over 80,000 GGE of biodiesel, largely in medium- and heavy-duty vehicles and diesel-powered equipment.

Legislative and Executive Order Requirements

Section 303 of EPAct requires that 75 percent of all covered light-duty vehicles acquired for Federal fleets in FY 1999 and beyond must be AFVs. The EPAct requirements apply to agency fleets of 20 or more light-duty vehicles (vehicles under 8,500 pounds) that are "centrally fueled or capable of being centrally fueled" and are primarily operated in Metropolitan Statistical Areas (MSAs) or Consolidated Metropolitan Statistical Areas (CMSAs) with populations of more than 250,000 according to1980 census data. Certain emergency, law enforcement, and national defense vehicles are exempt from these requirements.

The Energy Conservation Reauthorization Act of l998 (ECRA) amended EPAct to allow one AFV acquisition credit for every 450 gallons of pure biodiesel fuel or 2,250 gallons of B-20, a blend of 20 percent biodiesel with 80 percent petroleum diesel, consumed in vehicles of over 8,500 pounds gross vehicle weight rating. These "biodiesel credits" may fulfill up to 50 percent of a Federal fleet's EPAct acquisition requirements, and do not carry over into subsequent years. However, biodiesel alternative fuel providers may satisfy up to 100 percent of their EPAct requirements.

Section 310(b) of EPAct requires the head of each Federal agency to prepare and submit an annual report to Congress outlining the agency's AFV acquisitions and its future acquisition plans, beginning in FY 1999. Federal agencies, including the Department of Energy (Department or DOE), submit compliance data using the Web-based Federal Automotive Statistical Tool (FAST). Data submitted by the Department are included in this report as Attachments A, B, and C.

E.O. 13149 requires each Federal agency that operates 20 or more vehicles within the United States to reduce its annual petroleum consumption by at least 20 percent by FY 2005, compared to FY 1999 consumption levels. Fleets may achieve the reductions through a combination of AFV acquisitions, increased alternative fuel use in AFVs, improved efficiency of non-AFV acquisitions, reductions in fleet sizes and vehicle miles traveled, and improvements in overall fleet operating efficiencies.

E.O. 13149 includes two required approaches to achieving the 20 percent petroleum reduction goal. First, that agencies use alternative fuel in their AFVs a majority of the time they operate. Second, that agencies increase the DOE/EPA[1] average fuel economy rating of covered light-duty (non-AFV) vehicle acquisitions by 1 mile per gallon (mpg) by FY 2002 and 3 mpg by FY 2005, as compared to the FY 1999 baseline.

Moreover, E.O. 13149 provides incentives for agencies to acquire and use dedicated AFVs. Agencies receive one additional AFV credit for each dedicated light-duty vehicle and for each zero emission vehicle of any size, three credits for each dedicated medium-duty vehicle, and four credits for each dedicated heavy-duty vehicle. Agencies can also receive one credit for every 450 gallons of pure biodiesel used in diesel vehicles. Credits are applied to current year

[1] U.S. Environmental Protection Agency

requirements, and do not carry over into subsequent fiscal years.

DOE's Approach to Compliance with EPAct and E.O. 13149

To fulfill the requirements of E.O.13149, the Department is in the process of implementing its *Compliance Strategy for Executive Order 13149.* The *Strategy* is a detailed five-year plan, starting in FY 2000. It was based on fleet data available in FYs 1999 and 2000 and interviews with fleet managers at sixteen of the largest DOE sites. These sites account for more than 90 percent of the Department's petroleum consumption.

The *Strategy* specifies that DOE will meet its annual EPAct acquisition requirements by acquiring 75 percent of its new light-duty vehicle acquisitions as AFVs. It also outlines the steps needed to meet the 20 percent petroleum consumption reduction goal by FY 2005, as required by E.O. 13149.

To ensure continued compliance with the requirements of EPAct, DOE implemented the Fleet Surcharge Program to help offset the incremental costs of AFVs. The incremental cost of an AFV ranges from zero to several thousand dollars, depending on the AFV type. The Fleet Surcharge Program places a small surcharge on each Departmental fleet vehicle leased from the General Services Administration (GSA). This is critical since the majority of the vehicles operated by DOE fleets are GSA-leased. The funds from this program are placed in a separate account used to pay for the incremental costs of AFVs acquired by the Department each year. This program was launched in FY 2001, and has resulted in AFV acquisitions that far surpass legislative requirements.

The *Strategy* also sets a requirement for the Department to use alternative fuels in its AFVs 75 percent of the time, surpassing the E.O. 13149 minimal requirement of using alternative fuels a *majority* of the time. In addition, DOE acquires light-duty vehicles with higher fuel economies, an approach required by E.O. 13149. The Department also will continue to earn biodiesel credits by using biodiesel fuel in all fleet diesel vehicles of over 8,500 pounds gross vehicle weight rating at several of the Department's larger facilities.

DOE's FY 2001 Fleet Compliance with EPAct

Exhibit 2 depicts AFV acquisitions by the Department fleets in FYs 1999, 2000, and 2001. This figure also shows planned and projected acquisitions for FYs 2002 and 2003 and documents the steady increase in AFV acquisitions. Attachment A provides detailed information on the number and types of light-duty vehicles acquired by the Department in FY 2001. Attachments B and C show planned and projected acquisitions for FYs 2002 and 2003, respectively.

The Department has exceeded its EPAct requirements each year reported, and projects it will continue to do so in the coming years. The values listed for FYs 2002 and 2003 do not include

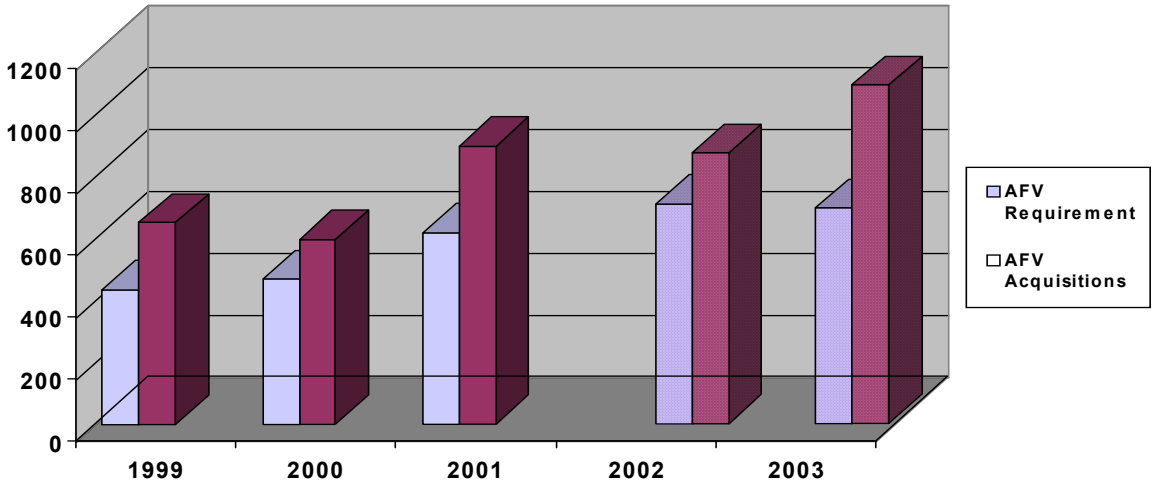

Exhibit 2. Summary of DOE's Recent, Planned, and Projected AFV Acquisitions
(Includes credits for dedicated AFVs and biodiesel use; biodiesel credits are not included in the estimates for FY 2002 and FY 2003.)

credits the Department expects for biodiesel use. Therefore, it is very likely that the Department will exceed its EPAct requirement by substantially more than this graph indicates.

As summarized in **Exhibit 3**, in FY 2001, the Department acquired 721 AFVs and received 174 credits for acquiring dedicated AFVs and for using biodiesel fuel, for a total of 895 AFV credits. Compared to the EPAct requirement of 617 AFVs (75 percent of the 822 covered acquisitions), the Department surpassed the requirement by 34 percent. As in FYs 2000 and 1999, the Department exceeded its EPAct requirement by a significant margin.

EPAct-covered vehicle acquisitions	822
AFVs acquired	721
Additional credits earned	174
Total AFVs and credits(as % of covered acquisitions)	895 (109%)

Exhibit 3. DOE's Performance in Meeting EPAct Requirements, FY 2001

Exhibit 4 provides a breakdown, by fuel type, of the AFVs in the Department's fleets. Most of the AFVs acquired in FY 2001, and in the Department's inventory, are flex-fuel vehicles operated on a mixture of 85 percent ethanol with 15 percent gasoline (E-85) and dedicated and bi-fuel compressed natural gas (CNG) vehicles. Since the flex-fuel and bi-fuel vehicles are designed to operate on gasoline as well as the alternative fuel, special efforts are needed to ensure that these vehicles operate on the alternative fuel to the maximum extent possible.

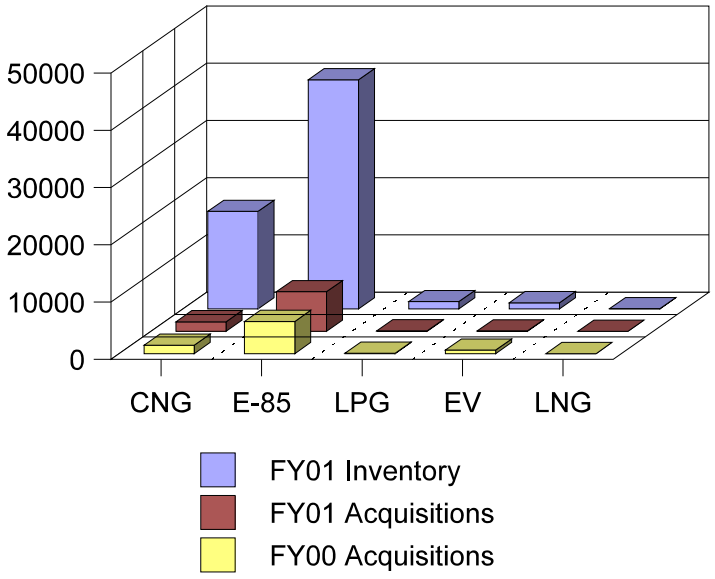

Exhibit 4. DOE's AFV Acquisitions by Fuel Type

Additional vehicles were leased and purchased by the Department that were not EPAct-covered vehicles (**Exhibit 5**). Of the total 1,633 light-duty vehicles acquired in FY 2001 shown in Attachment A, 811 vehicles were not counted for compliance**.** Most of these are vehicles that are in fleets located outside an MSA or CMSA.

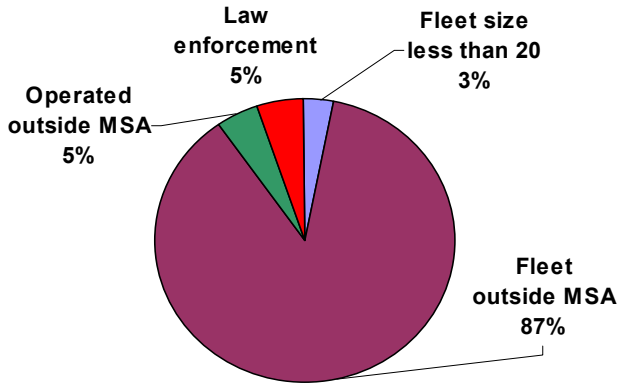

Exhibit 5. DOE's Exempt-Vehicle Acquisitions, FY 2001

DOE's FY 2001 Fleet Compliance with E.O. 13149

Exhibit 6 summarizes DOE's performance towards the E.O. 13149 goal, which comes due at the close of FY 2005, and the required approaches associated with achieving this goal. The primary goal of E.O. 13149 is for Federal fleets to reduce petroleum consumption by 20 percent by FY 2005. In FY 2001, the Department consumed about the same quantity of petroleum fuel as in the FY 1999 baseline. The Department anticipates petroleum savings of about 30 percent by the close of FY 2005, once the measures outlined in the *DOE Strategy* are fully implemented.

Federal fleets are also required by E.O. 13149 to use alternative fuels in their AFVs a majority of the time they are operated, and to increase the fuel economy of their new light-duty vehicle acquisitions. DOE fleets were successful in using alternative fuel in their AFVs about 25 percent of the time they were operated, which is a significant gain toward the goal of 50 percent required by E.O. 13149. As stated in the *Strategy*, the Department has declared an internal goal of 75 percent, which should be achieved by the end of FY 2005.

E.O. 13149 requires agency fleets to increase the fuel economy of light-duty vehicle acquisitions by 1 mpg by FY 2002, and 3 mpg by FY 2005. The fuel economy of conventional light-duty vehicles acquired by the Department in FY 2001 was 3 mpg higher than in the covered vehicles acquired in the baseline year, FY 1999.

Petroleum Consumption		Alternative Fuel Use in AFVs		Fuel Economy of Light-Duty Acquisitions	
FY 1999 Baseline	6,837,150 GGE	**FY 2001**	25%	**FY 1999 Baseline**	17 mpg
FY 2001	6,937,660 GGE			**FY 2001**	20 mpg
Percent change (increase)	1.5%			**Change (increase)**	3 mpg

Exhibit 6. DOE's Performance in Meeting E.O. 13149 Requirements, FY 2001

Exhibit 7 summarizes the Department's fuel use in vehicles covered by E.O. 13149 during the last three fiscal years. In FY 2001, the Department consumed nearly 300,000 GGE of alternative fuels, thereby replacing a portion of the gasoline and diesel fuel that would have been used.

The majority of vehicles acquired by the Department and other Federal fleets are leased from GSA, and the leasing contract folds in the maintenance and fuel costs for the vehicles. This is accomplished through use of a GSA credit card issued to fleets to purchase alternative fuel. Unfortunately, product code standards are not uniform among suppliers of alternative fuels, and

it is not always possible for credit vendors to accurately track the alternative fuels purchased with the credit card. The exception may be natural gas, which is usually purchased at a local utility refueling site that allows for more accurate accounting.

A review of the data reported in FAST by the Department's fleets for FY 2000 indicated that many fleets grossly under-reported their fuel use for that year. For example, some had only reported fuel use for owned vehicles and not for vehicles leased from GSA. The fleets did, however, account for fuel use in GSA vehicles in FY 2001.

Fuel Type	FY 1999 Quantity (GGE)	FY 2000 Quantity (GGE)	FY 2001 Quantity (GGE)
Biodiesel-B100	116	0	80,071
CNG	3,876	15,112	51,786
E-85	996	61,128	120,047
Electricity	0	495	11,672
LNG	0	0	34,103
Methanol	167	0	0
Propane	25,010	0	482
Total Alt Fuel Use	30,165	76,735	298,161
Diesel	1,521,598	1,781,178	1,658,428
Gasoline	3,033,221	3,919,972	4,958,948

Exhibit 7. DOE's Fuel Use in FYs 1999, 2000, and 2001
(best estimates using data made available by DOE fleets and GSA)

The Department projects its fleets will reduce petroleum consumption by nearly 30 percent by the end of FY 2005. This reduction in petroleum use will be achieved with increased alternative fuel use and adoption of fuel economy and fleet efficiency measures. In support of these efforts, the Department plans to significantly increase the availability of alternative fuel refueling sites to its fleets.

The Department's fleets must have access to additional alternative fuel infrastructure to meet the E.O. 13149 petroleum consumption reduction goal of 20 percent by FY 2005. As stated in the Department's *Compliance Strategy for Executive Order 13149*, the Department is currently in the early stages of planning for adequate refueling infrastructure at the sixteen fleet sites named in the *Strategy*, to ensure fuel availability for those fleets.

Success Stories

Several of the Department's fleets have demonstrated a strong commitment to acquiring and using AFVs and reducing petroleum consumption. In particular, the Savannah River facility made significant progress in converting its fleet to alternative fuels in FY 2001, and these achievements are summarized here. Other fleets also achieved success and are briefly profiled.

Savannah River Site. This Federal facility has made a commitment to convert its fleet to run on renewable fuels. In recent years, the fleet has replaced more than 530 gasoline-fueled vehicles with flex-fuel, ethanol (E-85) vehicles. To ensure adequate refueling infrastructure, two E-85 stations were constructed on the site, and electronic card readers were programmed to ensure that flex-fuel vehicles may be fueled only with E-85. Since the stations were opened in FY 2000, they have dispensed 356,943 gallons of ethanol fuel. In its pledge to use renewable fuels, Savannah River also began to operate all diesel-powered vehicles and stationary equipment (such as generators) on B-20. Since the biodiesel program began in FY 2001, more than 480,000 gallons of B-20 have been consumed by vehicles and equipment at Savannah River, and this site generated 136 of the 158 biodiesel-use credits earned by the Department in FY 2001.

Other successful DOE facilities:

- ***Lawrence Livermore National Laboratory***. In addition to the 147 CNG vehicles acquired in FY 2001, LLNL's inventory presently includes 336 bi-fuel and 12 dedicated CNG vehicles. LLNL is also seeking to expand its onsite CNG refueling infrastructure.

- ***National Renewable Energy Laboratory***. NREL's aggressive acquisition of AFVs resulted in credits equivalent to 350 percent of NREL's small EPAct requirement. NREL has made a commitment to acquire all of its vehicles as AFVs, where possible. In FY 2001, NREL reduced its petroleum consumption by 28 percent, compared to FY 1999.

- ***Los Alamos National Laboratory.*** LANL generated 133 EPAct credits with its AFV acquisitions in FY 2001. Presently, the Albuquerque Operations fleet manager is working with LANL to install ethanol refueling infrastructure for this fleet.

- ***Oak Ridge National Laboratory***. At ORNL, a variety of alternative fuels are in use among its various sites, including biodiesel, ethanol, propane, liquid petroleum gas, and electricity. Oak Ridge has plans to lease additional flex-fuel vehicles and install ethanol, biodiesel, and electric-recharging infrastructure.

- ***Lawrence Berkeley National Laboratory***. LBNL plans to install an E-85 station and convert a 10,000-gallon underground tank to store B-20 fuel**.**

- ***Bonneville Power Administration (BPA) Willamette***. This facility has installed a CNG pipeline, and has other material and equipment in place for a fast-fill CNG station that would be used by multiple Federal agencies. This fleet has purchased a number of flex-fuel vehicles and has requested funding for an E-85 station. Five electric passenger carts are currently used at the complex, and BPA plans to order more carts. This fleet also has plans to use biodiesel fuel in its diesel vehicles.

DOE's Projected Fleet AFV Acquisitions for Fiscal Years 2002 and 2003

While Attachment A provides detailed information on AFVs actually acquired by the Department in FY 2001, Attachment B provides *planned* vehicle acquisitions for the Department fleets in FY 2002, and Attachment C *projects* the number of vehicle acquisitions that the Department will

make for its fleets in FY 2003.

As shown in Attachment B, in FY 2002, the Department fleets were planning to acquire a cumulative total of 1,562 light-duty vehicles. Of these, 944 will be EPAct-covered acquisitions. To meet the 75 percent EPAct requirement, the Department must generate a minimum of 708 AFV credits. For FY 2002, the Department has submitted plans to acquire 670 AFVs, earning a total of 713 EPAct credits for dedicated and zero-emission vehicles. The Department also plans to use at least as much biodiesel as was used by its fleets in FY 2001, which generated 158 credits, thereby earning a total of 871 acquisition credits for FY 2002. Thus, the Department plans to acquire 108 percent of its new covered light-duty vehicles as AFVs and AFV credits in FY 2002, representing 33 percent more than is required by EPAct.

In FY 2003, the Department fleets are projecting they will acquire 1,480 light-duty vehicles. Of these, 925 will be EPAct-covered acquisitions, which exceeds EPAct's 75 percent requirement of a minimum of 694 AFV acquisitions and credits. The Department projections are to acquire 873 AFVs--932 including EPAct credits--and to use at least as much biodiesel fuel in FY 2003 as in FY 2002 and FY 2001, thereby earning a minimum of 1,090 credits. Thus, the Department plans to exceed its EPAct requirement again in FY 2003 by more than 80 percent beyond what is required. (Note that the data in Attachments B and C do not include the use of biodiesel credits.)

Summary and Conclusions

This report and its attachments show that the Department exceeded its AFV acquisition requirements under EPAct in FY 2001. It also indicates that the Department expects to repeat this accomplishment in FYs 2002 and 2003. The Department also anticipates that its fleets will exceed the 20 percent reduction in petroleum consumption by 2005 required by E.O. 13149. This lower level of petroleum use will be achieved by continuing to implement the Department *Strategy* for complying with the requirements of E.O. 13149, which calls for using alternative fuels in AFVs a majority of the time, improving the average fuel economy of newly acquired light-duty conventional vehicles by 1 mpg by FY 2002 and 3 mpg by FY 2005, and using other fleet efficiency measures.

In FY 2001, Department's fleet personnel were provided with training and became more familiar with the requirements of the EPAct and E.O. 13149 programs and the relevant data collection system. However, additional effort is needed in the following areas:

- The Department fleet managers should work more closely with the GSA Fleet Management Centers to help them coordinate the acquisition and use of alternative fuels and vehicles with other local fleets and to encourage local fuel providers to establish alternative fuel refueling sites and to obtain better fuel prices.

- The Department and GSA should work together with other headquarters-based agency transportation officials to resolve alternative fuel use tracking issues with fuel providers.

Finally, significant improvements were made by the Department and GSA to the FAST data collection system over the last two years, and several additional changes were to be initiated in FY 2002.

Attachments

Attachment A: Actual Department of Energy FY 2001 Vehicle Acquisitions

Actual FY 2001 Light-Duty Vehicle Acquisitions					Total Vehicle Inventory
		Leased	Purchased	Total	
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		1,533	100	1,633	9921
Exemptions	Fleet Size	26	2	28	228
	Geographic	671	34	705	3,595
	Law Enforcement	22	18	40	228
	Non-MSA Operation	38	0	38	168
EPACT Covered Acquisitions		776	46	822	5,702

Actual FY 2001 AFV Acquisitions					Total Vehicle Inventory
Vehicle		Leased	Purchased	Total	
Sedan	CNG Bi-Fuel Subcompact	81	0	81	85
Sedan	CNG Dedicated Subcompact	0	0	0	2
Sedan	CNG Bi-Fuel Compact	0	0	0	258
Sedan	Electric Dedicated Compact	0	0	0	1
Sedan	E-85 Flex-Fuel Midsize	96	7	103	402
Sedan	CNG Dedicated Large	0	0	0	3
Sedan	CNG Dedicated Large (law enf)	0	4	4	0
St. Wagon	CNG Bi-Fuel Compact	0	0	0	6
St. Wagon	E-85 Flex-Fuel Midsize	2	0	2	5
Pickup 4x2	E-85 Flex-Fuel Compact	88	4	92	67
Pickup 4x2	E-85 Flex-Fuel Compact Ext Cab	0	0	0	15
Pickup 4x2	CNG Bi-Fuel Compact Reg Cab	2	0	2	2
Pickup 4x2	E-85 Flex-Fuel Compact Reg Cab	0	0	0	261
Pickup 4x2	Electric Ded. Compact Reg Cab	5	0	5	58
Pickup 4x2	LNG Bi-Fuel Compact Reg Cab	0	0	0	1
Pickup 4x2	CNG Ded Full-Size Ext Cab	2	0	2	14
Pickup 4x2	LNG Bi-Fuel Full-size Ext Cab	0	0	0	2
Pickup 4x2	LPG Bi-Fuel Full-size Ext Cab	1	0	1	1
Pickup 4x2	CNG Bi-Fuel Full-size Reg Cab	130	17	147	390
Pickup 4x2	CNG Dedicated Full-size Reg Cab	0	0	0	16
Pickup 4x2	LNG Bi-Fuel Full-size Reg Cab	0	0	0	21
Pickup 4x2	LPG Bi-Fuel Full-size Reg Cab	8	0	8	12
Pickup 4x4	E-85 Flex-Fuel Compact Ext Cab	27	0	27	34
Pickup 4x4	CNG Bi-Fuel Full-size Ext Cab	1	0	1	48
Pickup 4x4	LPG Bi-Fuel Full-size Ext Cab	1	0	1	2
Pickup 4x4	CNG Bi-Fuel Full-size Reg Cab	32	9	41	79
SUV 4x4 2dr	CNG Bi-Fuel Compact	3	0	3	5
SUV 4x4 2dr	CNG Bi-Fuel Compact	0	0	0	1
SUV 4x4 2dr	LNG Bi-Fuel Compact	0	0	0	5
SUV 4x4 4dr	E-85 Flex-Fuel Large	0	0	0	3
SUV 4x4 4dr	E-85 Flex-Fuel Midsize	0	0	0	4
Van 4x2	E-85 Flex-Fuel Compact	182	3	185	505
Van 4x2	Electric Dedicated Compact	0	0	0	2
Van 4x2	CNG Dedicated Large	3	0	3	114
Bus	LNG Bi-Fuel	0	0	0	7
MD AFV Other 8,501-16,000 GVWR	CNG Bi-Fuel	7	0	7	18
MD AFV Other 8,501-16,000 GVWR	LPG Bi-Fuel	0	0	0	1
Pickup 4x2	CNG Bi-Fuel	0	0	0	23
Van 4x2	LPG Dedicated	0	0	0	1

Van 4x2	**CNG Bi-Fuel Large**	**2**	**1**	**3**	**27**
Van 4x2	**CNG Dedicated Large**	**1**	**0**	**1**	**19**
Van 4x2	**LPG Bi-Fuel Large**	**1**	**0**	**1**	**0**
Emergency & Special Purpose HD 16,001+GVWR	**LPG Bi-Fuel**	**0**	**0**	**0**	**1**
HD 16,001 + GVWR	**CNG Bi-Fuel**	**1**	**0**	**1**	**1**
HD 16,001 + GVWR	**Electric Dedicated**	**0**	**0**	**0**	**2**
HD 16,001 + GVWR	**LNG Bi-Fuel**	**0**	**0**	**0**	**3**
Total Number of AFV Acquisitions		**676**	**45**	**721**	**2,527**
Zero Emission Vehicle Credits		**5**	**0**	**5**	
Dedicated Light-Duty AFV Credits		**5**	**4**	**9**	
Dedicated Medium-Duty AFV Credits		**2**	**0**	**2**	
Dedicated Heavy-Duty AFV Credits		**0**	**0**	**0**	
Biodiesel Fuel Usage Credits		**0**	**0**	**158**	
Total AFV Acquisitions with Credits		**688**	**49**	**895**	
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**109%**	

Attachment B: Planned Department of Energy FY 2002 Vehicle Acquisitions

Planned FY 2002 Light-Duty Vehicle Acquisitions

		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		1,495	67	1,562
Exemptions	Fleet Size	74	3	77
	Geographic	450	6	456
	Law Enforcement	46	16	62
	Non-MSA Operation	23	0	23
EPACT Covered Acquisitions		**902**	**42**	**944**

Planned FY 2002 AFV Acquisitions

Vehicle		Leased	Purchased	Total
Sedan (SIN 8, 8C)	CNG Bi-Fuel Subcompact	12	0	12
Sedan (SIN 8, 8C)	CNG Dedicated Subcompact	5	0	5
Sedan (SIN 10, 10B)	E-85 Flex-Fuel Midsize	19	3	22
Sedan (SIN 11, 11B)	CNG Dedicated Large	0	1	1
St. Wagon (SIN 14, 14C)	E-85 Flex-Fuel Midsize	2	0	2
Pickup 4x2 (SIN 60)	E-85 Flex-Fuel Compact	13	1	14
Pickup 4x2 (SIN 61C)	E-85 Flex-Fuel Compact Ext Cab	53	3	56
Pickup 4x2 (SIN 61)	E-85 Flex-Fuel Compact Reg Cab	98	0	98
Pickup 4x2 (SIN 42C)	CNG Bi-Fuel Full-size Ext Cab	8	0	8
Pickup 4x2 (SIN 42C)	LPG Bi-Fuel Full-size Ext Cab	1	0	1
Pickup 4x2 (SIN 41, 42)	CNG Bi-Fuel Full-size Reg Cab	48	7	55
Pickup 4x2 (SIN 42)	CNG Ded. Full-size Reg Cab	0	10	10
Pickup 4x2 (SIN 41, 42)	LPG Bi-Fuel Full-size Reg Cab	29	0	29
Pickup 4x4 (SIN 66C)	E-85 Flex-Fuel Compact Ext Cab	5	1	6
Pickup 4x4 (SIN 47C)	CNG Bi-Fuel Full-size Ext Cab	29	2	31
Pickup 4x4 (SIN 47C)	LPG Bi-Fuel Full-size Ext Cab	3	0	3
Pickup 4x4 (SIN 46, 47)	CNG Bi-Fuel Full-size Reg Cab	4	1	5
Pickup 4x4 (SIN 46, 47)	LPG Bi-Fuel Full-size Reg Cab	2	0	2
SUV 4x2 4dr (SIN 100B)	E-85 Flex-Fuel Midsize	18	0	18
SUV 4x4 4dr (SIN 106)	E-85 Flex-Fuel Large	9	0	9
SUV 4x4 4dr (SIN 105B)	E-85 Flex-Fuel Midsize	52	2	54
Van 4x2 (SIN 20, 30)	E-85 Flex-Fuel Compact	166	2	168
Van 4x2 (SIN 20, 30)	Electric Dedicated Compact	1	0	1
Van 4x2 (SIN 21, 31)	CNG Dedicated Large	19	7	26
MD AFV Other 8,501-16,000 GVWR (SIN)	CNG Bi-Fuel	11	0	11
MD AFV Other 8,501-16,000 GVWR (SIN)	LPG Bi-Fuel	7	0	7
Pickup 4x2 (SIN 44)	CNG Bi-Fuel	2	0	2
Van 4x2 (SIN 24, 32, 34)	CNG Bi-Fuel Large	10	4	14
Total Number of AFV Acquisitions		**626**	**44**	**670**
Zero Emission Vehicle Credits		1	0	1
Dedicated Light-Duty AFV Credits		24	18	42
Dedicated Medium-Duty AFV Credits		0	0	0
Dedicated Heavy-Duty AFV Credits		0	0	0
Total AFV Acquisitions with Credits		**651**	**62**	**713**
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**76%**

Attachment C: Projected Department of Energy FY 2003 Vehicle Acquisitions

Projected FY 2003 Light-Duty Vehicle Acquisitions

		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		1,412	68	1,480
Exemptions	Fleet Size	68	2	70
	Geographic	427	10	437
	Law Enforcement	20	20	40
	Non-MSA Operation	8	0	8
EPACT Covered Acquisitions		**889**	**36**	**925**

Projected FY 2003 AFV Acquisitions

Vehicle		Leased	Purchased	Total
Sedan (SIN 8, 8C)	CNG Bi-Fuel Subcompact	117	0	117
Sedan (SIN 10, 10B)	E-85 Flex-Fuel Midsize	113	2	115
Sedan (SIN 11, 11B)	CNG Dedicated Large	2	1	3
St. Wagon (SIN 14, 14C)	E-85 Flex-Fuel Midsize	1	1	2
Pickup 4x2 (SIN 60)	E-85 Flex-Fuel Compact	23	0	23
Pickup 4x2 (SIN 61C)	E-85 Flex-Fuel Compact Ext Cab	10	0	10
Pickup 4x2 (SIN 61)	CNG Bi-Fuel Compact Reg Cab	2	0	2
Pickup 4x2 (SIN 61)	E-85 Flex-Fuel Compact Reg Cab	55	4	59
Pickup 4x2 (SIN 42C)	CNG Bi-Fuel Full-size Ext Cab	20	0	20
Pickup 4x2 (SIN 42C)	CNG Dedicated Full-size Ext Cab	26	0	26
Pickup 4x2 (SIN 42C)	LPG Bi-Fuel Full-size Ext Cab	7	0	7
Pickup 4x2 (SIN 41, 42)	CNG Bi-Fuel Full-size Reg Cab	178	2	180
Pickup 4x2 (SIN 42)	CNG Ded Full-size Reg Cab	0	8	8
Pickup 4x2 (SIN 41, 42)	LPG Bi-Fuel Full-size Reg Cab	6	0	6
Pickup 4x4 (SIN 66C)	E-85 Flex-Fuel Compact Ext Cab	5	0	5
Pickup 4x4 (SIN 66)	E-85 Flex-Fuel Compact Reg Cab	1	0	1
Pickup 4x4 (SIN 47C)	LPG Bi-Fuel Full-size Ext Cab	1	0	1
Pickup 4x4 (SIN 46, 47)	CNG Bi-Fuel Full-size Reg Cab	26	1	27
SUV 4x2 4dr (SIN 100B)	E-85 Flex-Fuel Midsize	15	0	15
SUV 4x2 4dr (SIN 101)	E-85 Flex-Fuel Large	35	2	37
SUV 4x4 4dr (SIN 106)	E-85 Flex-Fuel Large	15	0	15
SUV 4x4 4dr (SIN 105B)	E-85 Flex-Fuel Midsize	17	18	35
Van 4x2 (SIN 20, 30)	E-85 Flex-Fuel Compact	106	2	108
Van 4x2 (SIN 21, 31)	CNG Dedicated Large	16	6	22
MD AFV Other 8,501-16,000 GVWR (SIN)	CNG Bi-Fuel	11	0	11
MD AFV Other 8,501-16,000 GVWR (SIN)	LPG Bi-Fuel	2	0	2
Pickup 4x2 (SIN 44)	CNG Bi-Fuel	6	0	6
Van 4x2 (SIN 24, 32, 34)	CNG Bi-Fuel Large	4	6	10
Total Number of AFV Acquisitions		**820**	**53**	**873**
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		44	15	59
Dedicated Medium-Duty AFV Credits		0	0	0
Dedicated Heavy-Duty AFV Credits		0	0	0
Total AFV Acquisitions with Credits		**864**	**68**	**932**
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**101%**